	Approved For Release 2008/10/31 : CIA-RDP		
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	INFORMATION REPO	CD NO.	25 X 1
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5•	trip. On top of stowed in the bi	mber, SCHWALBE No.13 was to perform the acceptance the anti-relling bulge, an additional load of 2.5 lge of the vessel. If these measures were to be suapplied to vessels	tons was uccessful			
		SCHWALBE No.13 was the first vessel to be equipped ating installation in the control stand compass as sels of the SCHWALBE type were to be equipped with the school of the SCHWALBE type were to be equipped with the school of th	nd bearing			
6.	arrive at the Pe	of the FORELLE type, which after several delays were dockyard on 1 July 1955 at the latest, arrived st on 10 August.				
7•	Koepenick yacht-	the TUEMMLER type were scheduled to be built by the building yard in 1956. In contrast to the TUEMMLE ce they were to be equipped with a different power	R vessels			
8.	It was learned in the Koepenick yacht-building yard that six speed boats of aluming the state of the state of the type were allegedly to be similar to the FORELLE type.					
9•	construction ser were to be compl Inte	ruction was started on six vessels of the HABICHT ries III, at the Peene deckyard in Wolgast. All sizeted by late 1955 ensive sectional construction was carried out on with the was to be delivered in late 1955. To 120 magnet skids was also placed with the Peene	25X1 essels of th25X1 the order for			
10.	orank case, which in the swept chainjured. In spit	ch caused a fire in the engine room, occurred near annel off Sassnitz. Two members of the crew were so se of intensive efforts the cause of the explosion	buoy 5 eriously			
	been explained.		25X1			
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SUBJECT

THE STANDARD STANDARDS OF STANDARDS

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The first two vessels of construction series II of the HABICHT type were taken

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On 20 August 1955, the vessels were at the Wolgant base of VP See. The othe 25X1

four wessels of series II

delivered by 1 October, On 20 Mignet, they were in the Peene dockyard, All vessels

of the HABICHT type were to be equipped with smoke-laying apparatuses.

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2. From 25 to 27 May, the first six vessels of the SCHWALBE type, construction series
II, were taken over and put into service by VP See

The construction program of the SCHWALBE type was increased to 60 units all of which were to be built by the Berlin-Koepenick yacht-building yards

Vessels reached the following speeds at full power during trial runs 25X1 over a measured mile at a depth of 24 to 26 meters in the Tromper Wieks without minesweeping equipment 11.5 knots with magnet skid 7.2 "
with otter board 9.7 "
We trial runs over a measured mile with Toni hydrophone buoy were carried out.

The inclining experiment with SCHWALBE No.1 on 30 April was negative resulting from two mistakes in the weight calculations. To improve the unsatisfactory stability, the vessels were to be rebuild after being put into service. The wheel house was to lose some of its height and the davit was to be removed. The line winch was to be transferred to the bilgs, the batteries to be lowered, and the engine for the heating and ventilation system with a weight of appoximately 375 kg to be transferred to the footblar SCHWALBE No.13 and all subsequent vessels of this construction arrise were to be equipped with anti-rolling bulges in order to increase the stability. This measure yielded positive results during test runs of vessels in Koepenick. The sapsizing angle of the vesse25X1 was approximately 560.

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,5°	On 7 and 8 September, SCHWALBE No 13 was to perform the acceptance trial trip, On top of the anti-rolling bulge, an additional load of 2.5 tons was stowed in the bilge of the vessel. If these measures were to be successful they were to be applied to vessels	25X1
	SCHWALBE No 13 was the first vessel to be equipped with a electric compensating installation in the control stand compass and bearing compass. All vessels of the SCHWALBE type were to be equipped with smoked laying apparatuses.	n
60	The first vessel of the FORELLE type, which after several delays was to arrive at the Peene dockyard on 1 July 1955 at the latest, arrived from Rosslau in Wolgast on 10 August.	
7 3	Six vessels of the TUENGLER type were scheduled to be built by the Berlin-Koepenick yacht-building yard in 1956. In contrast to the TUENGLER vessels already in service they were to be equipped with a different power plant.	
3.	It was learned in the Koepenick yacht-building yard that six speed boats o aluminum were to be built with the designation of SP RBER. No details of t type were available. The vessels were allegedly to be similar to the FOREL type.	his
90	Sectional construction was started on six vessels of the HABICHT type construction series III, at the Peene dockyard in Wolgast. All six vessels were to be completed by late 1955 Intensive sectional construction was carried out on vessels of KRAKE type the first of which was to be delivered in late 1955. The order the production of 120 magnet skids was also placed with the Peene dockyard	25X1 the 25X1 for
10a	During the acceptance trial trip an explosion of the crank case, which caused a fire in the engine room, occurred near buoy 5 in the swept channel off Sassmitz. Two members of the crew were seriously injured. In spite of intensive efforts the cause of the explosion had not	25X1
	been explained.	25X1
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